

7-8-1982

## Meeting Notes 1982-07-08

Joint Policy Advisory Committee on Transportation

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**METROPOLITAN SERVICE DISTRICT**

527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

# A G E N D A

JOINT POLICY ADVISORY  
COMMITTEE ON TRANSPORTATION

Date: July 8, 1982

Day: Thursday

Time: 7:30 a.m.

Place: Metro Conference Room A1/A2

- \* 1. SECTION 3 GRANT APPLICATION - TIP AMENDMENT TO REFLECT ADJUSTMENTS TO THE FY 82 SECTION 3 PROGRAM; AUTHORIZATION OF "SECTION 3 TRADE" FUNDING, ACCORDINGLY - APPROVAL REQUESTED - Andy Cotugno.

\*Material Enclosed.

## MEETING REPORT

DATE OF MEETING: June 10, 1982

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Charlie Williamson, Bill Young, Lloyd Anderson, Robin Lindquist, John Frewing, Bonnie Hays (alternate), Vern Veysey, Bob Bothman, and Larry Cole

Guests: Ted Spence, Marty Nizlek, Steve Dotterrer, Ed Hardt, Sarah Salazar, John Price, Paul Bay, Gilbert Mallery, David Peach, and Easton Cross

Staff: Rick Gustafson, Andy Cotugno, Bill Pettis, Karen Thackston, James Giesecking, Jr., Keith Lawton, Peg Henwood, and Lois Kaplan, Secretary

MEDIA: None

### SUMMARY:

#### 1. ENDORSEMENT OF EARLY TRANSIT ACROSS I-205 BRIDGE

Anticipating the I-205 bridge opening in December, Paul Bay requested JPACT endorsement of the Tri-Met/C-TRAN recommendation that bus service be allowed to begin on the bridge one day prior to its opening. Explaining that it is an attempt by Tri-Met and C-TRAN to make the public aware of a new commuter option, he noted the Bridge-Opening Committee was not receptive to the idea, fearing it would take away from the opening-day ceremony.

Action Taken: It was moved and seconded to endorse Tri-Met and C-TRAN's request for the provision of transit across the I-205 bridge the day prior to its opening in December. Motion CARRIED unanimously.

#### 2. RESOLUTION AUTHORIZING FEDERAL FUNDS FOR 16(b)(2) TRANSPORTATION PROJECTS AND AMENDING THE TIP

Applications for 16(b)(2) funds were received from the Urban League of Portland, the Urban Indian Council and the Mittleman Jewish Community Center. Andy noted that a change had been requested by the Mittleman Jewish Community Center for the purchase of one small bus with lift rather than a van with lift. This would change the federal dollar amount from \$13,200 to \$22,800 and the applicant's match from \$3,300 to \$5,700.

Action Taken: It was moved and seconded to recommend approval of the Resolution authorizing federal funds for three 16(b)(2) transportation projects and amending the TIP, including the recommended change for the Mittleman Jewish Community Center. Motion CARRIED unanimously.

3. RESOLUTION AMENDING THE TIP FOR UMTA SECTION 4(i) GRANT APPLICATIONS

Andy stated that this amendment would allow three Tri-Met grant applications to compete for federal discretionary funds. TPAC was concerned about the impact of these projects on Tri-Met operating expenses and services. The project requests are for a rideshare savings display, a fleet management system, and a telecommunication network system.

Action Taken: It was moved and seconded to recommend approval of amending the TIP to incorporate these three projects of innovative techniques and methods in the operation and management of public transportation service. Motion CARRIED unanimously.

4. ADOPTING THE REGIONAL TRANSPORTATION PLAN

Andy related that public and jurisdictional review of the RTP has been completed, citing new endorsements by the following: Portland City Council, Washington County jurisdictions through the Washington County Transportation Coordinating Committee, and the Oregon Transportation Commission, who intends to adopt the Plan as the metropolitan element of the Statewide Transportation Plan.

Andy then reviewed changes to be incorporated in the Plan as proposed by the various jurisdictions and staff. He also pointed out map changes for the highways and transitways as depicted in the JPACT memo on the RTP. Also noted in the memo is the new Appendix A which is intended to stand alone to provide policy-makers with a concise statement of the implementation aspects of the Plan and how it affects their local plans.

The Metro Council will hold a public hearing and hear the first reading of the ordinance on June 24, with the second reading and adoption scheduled on July 1.

Questions raised by Committee members at the meeting concerned the proposed downgrading of Highway 213 south of Oregon City and the matter of whether adoption of the RTP might preclude development of light-rail in the McLoughlin Corridor to Milwaukie.



Regarding Milwaukie's request for a study by Tri-Met on the short-term feasibility of light-rail for McLoughlin, Paul Bay stated that light-rail would be feasible and cost-effective in the short term and that the analysis would be presented to the Tri-Met Board. He added that there are many questions yet to be addressed.

Andy suggested that the McLoughlin development be handled separately from the RTP, with any changes incorporated into the Plan at a later date. He did not feel that the RTP, as written, would preclude any options in the development of a transitway in that corridor.

Action Taken: It was moved and seconded to recommend adoption of the Regional Transportation Plan with the changes proposed in the JPACT memo. Motion CARRIED unanimously.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members  
Rick Gustafson  
Don Carlson

## A G E N D A   M A N A G E M E N T   S U M M A R Y

TO: JPACT  
FROM: Executive Officer  
SUBJECT: Amending the Transportation Improvement Program (TIP) to Reflect Adjustments to the FY 1982 Section 3 Program and Delineation of Section 3 "Trade" Projects and Their Funding

### I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend adoption of the attached Resolution amending the FY 82 TIP to reflect an up-to-date capital program using Section 3 "discretionary" funds, and finalization of a program of projects using the recently endorsed Section 3 "trade" program.
- B. POLICY IMPACT: This Resolution will adopt the following actions:
- Align the FY 82 Section 3 trade capital program in the TIP with Tri-Met's amended application for Section 3 capital assistance grant for bus-related equipment (OR-03-0027) and authorize the use of Section 3 trade funds from the Westside Corridor Reserve for new Westside projects.
  - Modify the TIP for FY 82 projects to align with the Section 3 discretionary capital grant.
  - Authorize under the Interstate Transfer program a transfer of funds from a city project to the Westside Corridor Reserve; this is to be exchanged for use of Section 3 trade capital funds drawn from the Section 3 reserve for the Westside Corridor.
- C. BUDGET IMPACT: None.

### II. ANALYSIS:

- A. BACKGROUND: In April 1982, Metro Council endorsed the use of Section 3 funds for selected transit projects in exchange for Interstate Transfer funds. This involved the transfer of funds from a series of regionwide transit projects to the Banfield project; in exchange, Section 3 funds previously earmarked for the Banfield were assigned to the transit projects. The Council action also approved the setting up of a Westside Corridor Reserve under the Section 3 trade for completion of other transit projects as they become defined.

To maintain accountability, a separate category in the TIP was established in the fixed amount of \$76.8 million for the UMTA Section 3 Trade Capital Program.

Tri-Met has received a Letter of Intent from UMTA covering \$76.8 million for bus and bus-related improvement projects. It is expected that these Section 3 trade funds will be made available at approximately \$12.0 million per year for fiscal years 1982 through 1987 depending on project implementation and availability of federal funds; 1988 will be at the balance of \$4.8 million.

A grant application addressing both trade and discretionary Section 3 funding is being submitted to UMTA to cover FY 1982 project development. In the process of aligning the FY 82 TIP with the grant application, the projects and funding sources have been affected as noted in Exhibit "A."

In addition, some \$10.6 million has been withdrawn from the Westside Corridor Reserve in the Section 3 trade program to fund the FY 82 elements of the following projects:

Beaverton P/R	\$ 412,000
Sunset Transit Center	2,340,560
Westside Bus Garage Phase III	361,120
Washington County TSM	1,340,240
West Burnside/Morrison TSM	69,600 <sup>1</sup>
Westside Bus Garage Phase II	<u>6,058,880</u>
Total	\$10,582,400

- 1 This project is in exchange for its 103(e)(4) counterpart, for which funds are to be transferred to the 103(e)(4) Westside Corridor Reserve.

- B. ALTERNATIVES CONSIDERED: Those projects using Section 3 discretionary funds have been evaluated by Tri-Met and prioritized accordingly. There is simply insufficient funds available to carry out the capital program as previously proposed. Therefore, lesser priority projects have been deleted in favor of those more strongly supporting the regionwide transit strategies. Projects being deferred will undergo a full discussion of priorities with the next update of the Transit Development Program.

Those projects using Section 3 trade funds have been evaluated in light of the corridor studies, and the projects included in Exhibit "A" support study findings.

- C. CONCLUSION: Metro staff recommends approval of the attached Resolution.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE )	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM )	
(TIP) TO REFLECT ADJUSTMENTS TO )	Introduced by the Joint
THE FY 1982 SECTION 3 PROGRAM AND )	Policy Advisory Committee
DELINEATION OF SECTION 3 "TRADE" )	on Transportation
PROJECTS AND THEIR FUNDING )	

WHEREAS, Through Resolution No. 81-280, the Metro Council adopted the TIP and its FY 1982 Annual Element; and

WHEREAS, Through Resolution No. 82-323, the Metro Council endorsed the use of Section 3 funds (\$76.8 million) for selected transit projects in exchange for Interstate Transfer funds; and

WHEREAS, A Letter of Intent from the Urban Mass Transportation Administration (UMTA) has been received setting forth approximately \$12.0 million each for FY 1982 through FY 1987, and \$4.8 million in FY 1988, assuming federal availability; and

WHEREAS, Tri-Met is submitting to UMTA an amended application for Section 3 capital funding which will include the trade funds; and

WHEREAS, It is necessary that projects in the TIP utilizing the noted funds as well as other sources of UMTA funds accurately reflect Tri-Met's current Transit Development Program; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the projects and changes set forth in Exhibit "A".

2. That the following projects and amounts are authorized to be drawn from the Section 3 trade funds for the Westside Corridor Reserve:

Beaverton P/R	\$ 412,000
Sunset Transit Center	2,340,560
Westside Bus Garage Phase III	361,120
Washington County TSM	1,340,240
West Burnside/Morrison TSM	69,600
Westside Bus Garage Phase II	<u>6,058,880</u>
Total	\$10,582,400

3. That \$73,950 in Interstate Transfer authorization be transferred from a City project and/or reserve to the Westside Corridor Reserve in exchange for the above noted West Burnside/Morrison TSM based on a total cost of \$87,000 times the 103(e)(4)/Section 3 match ratios of 85 percent (\$73,950) and 80 percent (\$69,600), respectively.

4. That Metro staff is authorized to update the TIP to reflect Exhibit "A."

5. That the Metro Council finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and thereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District this \_\_\_\_\_ day of \_\_\_\_\_, 1982.

\_\_\_\_\_  
Presiding Officer

NOTE: The full project listing of Section 3 discretionary, Section 3 trade and Section 5 capital will be available at the meeting.

BP/srb  
6183B/252  
06/25/82



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM  
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-81

EXHIBIT "A"

PHASE 4 25-JUN-82 PAGE 1

UMTA PROJECT REVISIONS  
OBLIGATED 1981 1982 1983 1984 1985 POST 1985 AUTHORIZED

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

124	31 PURCHASE OF SUPPORT VEHICLES				**386	08/26	CURRENTLY LOCALLY FUNDED
CAP	0	0	<del>168,000</del>	117,600	153,600	0	<del>437,200</del>
							271,200
125	31 PURCHASE OF MARKETING COMMUNICATIONS AND INFORMATION FACILITIES				**388	08/26	INCLUDED IN SECTION 4(i)
CAP	0	0	<del>120,000</del>	0	0	0	<del>120,000</del>
126	31 PURCHASE OF SHOP EQUIPMENT				**391	08/26	CURRENTLY LOCALLY FUNDED
CAP	0	0	<del>120,000</del>	179,200	155,200	153,600	<del>468,000</del>
							488,000
127	31 PURCHASE AND INSTALLATION OF 100 PASSENGER SHELTERS				**395	08/26	NO CHANGE
CAP	0	0	0	200,000	0	0	200,000
128	31 SELF-SERVICE FARE COLLECTION				**398	08/26	AWARDED
CAP	<del>2,771,040</del>	<del>2,771,040</del>	0	0	0	0	2,771,040
129	31 DEVELOPMENT OF TIGARD TRANSIT STATION				**401	08/26	DELETED - INCLUDED IN SECTION 3 TRADE
R/W	0	0	<del>480,000</del>	0	0	0	<del>480,000</del>
CONST	0	0	0	<del>480,000</del>	0	0	<del>480,000</del>
TOTAL	0	0	<del>480,000</del>	<del>480,000</del>	0	0	<del>960,000</del>
130	31 DEVELOPMENT OF TUALATIN TRANSIT STATION				**402	08/29	REVISED
CONST	0	0	<del>400,000</del>	<del>480,000</del>	0	0	880,000
				880,000			
131	31 PURCHASE/INSTALLATION OF 440 ELECTRONIC BUS DESTINATION SIGNS				**415	08/26	NO CHANGE
CAP	0	0	0	0	0	2,756,552	2,756,552
132	31 PURCHASE OF 75 NEW STANDARD 40-FOOT DIESEL TRANSIT BUSES				**417	08/26	FIRST TIME AWARDED
CAP	<del>9,416,000</del>	<del>9,416,000</del>	0	0	0	9,416,000	<del>18,832,000</del>
	9,129,420						18,545,420
133	31 DEVELOPMENT OF LAKE OSWEGO TRANSIT STATION				**419	08/26	REVISED
CONST	0	0	<del>780,000</del>	0	0	0	<del>780,000</del>
				800,000			800,000
134	31 WESTSIDE BUS GARAGE(MERLO)-PHASE I-SEC 3 CAPITAL				**420	08/29	AWARDED
CONST	0	<del>240,000</del>	<del>882,646</del>	0	0	0	<del>1,122,646</del>
	242,372						242,372
135	31 WESTSIDE BUS GARAGE(MERLO)-PHASE I-SEC 5 CAPITAL				**420	08/29	DELETED - INCLUDED IN SECTION 5 CAPITAL
CONST	0	<del>1,080,000</del>	0	0	0	0	<del>1,080,000</del>
136	31 WESTSIDE BUS GARAGE(MERLO)-PHASE II-SEC 5 CAPITAL				**589	08/26	DELETED - INCLUDED IN SECTION 5 CAPITAL
CONST	0	0	<del>5,161,354</del>	0	0	0	<del>5,161,354</del>
137	31 PURCHASE OF BUS COMMUNICATIONS EQUIPMENT				**431	08/26	AWARDED
CAP	0	<del>2,085,707</del>	0	0	0	0	<del>2,085,707</del>
	1,924,249						1,924,249

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UMTA PROJECT REVISIONS  
OBLIGATED

1981

1982

1983

1984

1985

POST 1985

AUTHORIZED

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM-CONTINUED

138 31 PURCHASE OF REMOTE COMPUTER TERMINALS AND SOFTWARE

CAP 0 640,000 0 0 0 0 0

AWARDED

865,120

139 31 PURCHASE OF 50 PASSENGER COUNTERS-SEC 5 CAPITAL

CAP 0 188,000 0 0 0 0 0

08/07 DELETED-INCLUDED IN  
SECTION 5 CAPITAL

140 31 LRT CAPITAL GRANT

CAP 8,900,000 0 0 0 0 0

05/26 AWARDED

8,900,000

141 31 DEVELOPMENT OF TIGARD PARK AND RIDE

R/W 0 0 0 0 0 0

08/26 NO CHANGE

CONST 0 0 0 0 0 0

896,000

896,000

TOTAL 0 0 0 0 0 0

1,692,000

1,692,000

142 31 DEVELOPMENT OF ~~BURLINGAME TRANSIT STATION~~ *SOUTHWEST TRANSFER POINTS*

CONST 0 0 ~~2,420,000~~ 0 0 0

08/26 REVISED

~~2,420,000~~

2,400,000

2,400,000

143 31 DEVELOPMENT OF LENTS TRANSIT STATION

CONST 0 0 0 0 0 0

\*\*448

08/26 REVISED

~~85,600~~

~~85,600~~

500,000

500,000

144 31 PURCHASE OF 60 STANDARD BUSES

CAP 0 0 0 7,920,000 0 0

\*\*452

08/29 NO CHANGE

7,920,000

145 31 PURCHASE OF 30 ARTICULATED BUSES

CAP 0 0 0 0 5,520,000 0

\*\*455

08/26 REVISED

5,520,000

5,520,000

146 31 DEVELOPMENT OF LAKE OSWEGO PARK AND RIDE

CONST 0 0 0 0 0 0

\*\*459

08/26 NO CHANGE

1,136,450

1,136,450

147 31 DEVELOPMENT OF MILWAUKIE PARK AND RIDE

CONST 0 0 0 0 0 0

\*\*460

08/26 NO CHANGE

1,136,450

1,136,450

148 31 DEVELOPMENT OF HILLSBORO PARK AND RIDE

CAP 0 0 0 0 0 0

\*\*464

08/26 REVISED

~~1,136,450~~

~~1,136,450~~

640,000

640,000

149 31 PURCHASE OF 90 STANDARD BUSES

CAP 0 0 0 0 9,857,200 0

\*\*465

08/26 NO CHANGE

9,857,200

150 31 PURCHASE OF 87 ARTICULATED BUSES

CAP 17,080,284 17,080,284 0 0 0 0

\*\*424

08/26 AWARDED

17,080,284

151 31 DEVELOPMENT OF MILWAUKIE TRANSIT CENTER-SEC 5 CAPITAL

CONST 0 300,000 0 676,000 0 0

\*\*591

08/26 DELETED-INCLUDED IN  
SECTION 5 CAPITAL

~~904,000~~



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UMTA PROJECT REVISIONS  
OBLIGATED

1981

1982

1983

1984

1985

POST 1985

AUTHORIZED

UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM-CONTINUED

152 31 CLACKAMAS TOWN CNTR TRANSIT CENTER/PARK & RIDE-SEC 5 CAPITAL

CONST 0 ~~356,000~~ 0 0 0 0 0 0

08/07 DELETED-INCLUDED IN  
SECTION 5 CAPITAL

153 31 OREGON CITY TRANSIT CENTER

R/W 0 0 ~~480,000~~ 0 0 0 0 0

08/26 DELETED-INCLUDED IN  
SECTION 3 TRADE

154 31 BEAVERTON TRANSIT CENTER

R/W 0 0 ~~1,140,000~~ 0 0 0 0 0

08/26 REVISED  
3,200,000

155 31 ~~FIVE NORTHEAST TRANSIT CENTERS~~

CONST 0 0 ~~360,000~~ 0 0 0 0 0

08/26 REVISED  
260,000

156 31 WESTSIDE TRANSPORTATION SYSTEMS MANAGEMENT

OTHER 0 0 ~~1,259,600~~ 0 0 0 0 0

08/26 DELETED-INCLUDED IN  
SECTION 3 TRADE

157 31 PORTLAND TRANSPORTATION SYSTEMS MANAGEMENT

OTHER 0 0 ~~1,259,600~~ 0 0 0 0 0

08/26 REVISED  
1,600,000

158 31 FOUR WESTSIDE TRANSIT CENTERS

CONST 0 0 0 0 320,000 0 0 320,000

08/26 PROJECT DEFERRED TO  
WESTSIDE CORRIDOR DESIGN

159 31 PIONEER SQUARE CUSTOMER ASSISTANCE OFFICE

\*\*684

04/23 INCLUDED IN SECTION 5  
CAPITAL

TOTAL UMTA SECTION 3 'DISCRETIONARY' CAPITAL PROGRAM

R/W 0 0 ~~2,100,000~~ 0 0 0 0 ~~896,000~~ ~~2,996,000~~

CONST 0 ~~1,984,000~~ ~~10,004,000~~ ~~1,636,000~~ ~~320,000~~ ~~85,600~~ ~~3,068,000~~ ~~17,078,500~~

CAP ~~8,900,000~~ ~~32,101,031~~ ~~408,000~~ ~~8,416,800~~ ~~5,828,800~~ ~~10,010,800~~ ~~13,309,002~~ ~~79,054,433~~

OTHER 0 0 ~~2,519,200~~ 0 0 0 0 ~~2,519,200~~

TOTAL ~~8,900,000~~ ~~34,165,031~~ ~~15,032,000~~ ~~10,052,800~~ ~~6,148,800~~ ~~10,096,400~~ ~~17,273,902~~ ~~101,668,933~~

NEW PROJECTS

PURCHASE OF 36 MINI-BUSES (LIFT EQUIPPED W/BOODIES)

CAP 0 1,020,000 0 0 0 0 0 1,020,000

NEW TOTAL  
40,912,485

0 1,280,000 17,296,800 1,268,800 10,510,800 21,657,452 42,922,337

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UMTA PROJECT REVISIONS

OBLIGATED

1981

1982

1983

1984

1985

POST 1985

AUTHORIZED

UMTA SECTION 5 OPERATING ASSISTANCE PROGRAM

160 32 TRI-MET TRANSIT OPERATING ASSISTANCE

\*\*473

08/26

NO CHANGE

	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000
OPRTG	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000

TOTAL UMTA SECTION 5 OPERATING ASSISTANCE PROGRAM

OPRTG	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000
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TOTAL	0	11,968,000	5,890,000	5,890,000	5,890,000	5,890,000	0	35,528,000
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UMTA PROJECT REVISIONS  
OBLIGATED      1981      1982      1983      1984      1985      POST 1985      AUTHORIZED

UMTA SECTION 5 CAPITAL PROGRAM

161 33 PRESSURE FUEL SYSTEM      \*\*611      04/23 NO CHANGE  
CAP      0      0      213,600      0      0      0      213,600

162 33 AUTOMATED FUEL CONSUMPTION SYSTEM      \*\*613      04/23 NO CHANGE  
CAP      0      0      248,000      0      0      0      248,000

163 33 FUEL PUMP AND FUEL INJECTOR TESTING EQUIPMENT      \*\*615      04/23 NO CHANGE  
CAP      0      0      48,000      0      0      0      48,000

164 33 PURCHASE/INSTALLATION OF MICROWAVE RADIO TRANSMISSION FACILITY      \*\*421      04/23 NO CHANGE  
CONST      0      0      48,000      0      0      0      48,000  
CAP      0      0      656,000      0      0      0      656,000  
OTHER      0      0      24,000      0      0      0      24,000  
TOTAL      0      0      728,000      0      0      0      728,000

165 33 PIONEER SQUARE CUSTOMER ASSISTANCE OFFICE      \*\*684      04/23 REVISED  
PE      0      0      ~~42,000~~      0      0      0      ~~42,000~~  
CONST      0      0      ~~380,800~~      0      0      0      ~~380,800~~  
TOTAL      0      0      ~~392,800~~      0      0      0      ~~392,800~~  
   480,400          480,400

166 33 POWELL GARAGE EXPANSION      \*\*610      04/23 NO CHANGE  
PE      0      0      96,000      0      0      0      96,000  
CONST      0      0      0      1,752,800      0      0      1,752,800  
RESRV      0      0      0      174,806      0      0      174,806  
OTHER      0      0      26,400      0      0      0      26,400  
TOTAL      0      0      122,400      1,927,606      0      0      2,050,006

TOTAL UMTA SECTION 5 CAPITAL PROGRAM

PE      0      0      108,000      0      0      0      108,000  
CONST      0      0      ~~428,800~~      1,752,800      0      0      2,101,600  
CAP      0      0      ~~1,165,600~~      0      0      0      1,165,600  
RESRV      0      0      0      ~~174,806~~      0      0      174,806  
OTHER      0      0      ~~50,400~~      0      0      0      50,400  
TOTAL      0      0      ~~1,752,800~~      1,927,606      0      0      3,680,406

NEW OR TRANSFERRED PROJECTS

WESTSIDE BUS GARAGE - PHASE I  
1,064,000

1,064,000 AWARDED

PURCHASE OF 50 PASSENGER COUNTERS  
188,000

188,000 AWARDED

DEVELOPMENT OF MILWAUKIE TRANSIT CENTER  
308,000

308,000 AWARDED

CLACKAMAS TOWN CENTER TRANSIT CENTER  
356,000

356,000 AWARDED

NEW TOTAL  
1,916,000

0 1,790,400 1,927,606

0 0 0 5,634,006

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UMTA PROJECT REVISIONS

OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
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UMTA DEMONSTRATION GRANTS

167 34 SELF SERVICE FARE COLLECTION

CAP	0	<del>1,678,550</del>	<del>1,375,300</del>	0	0	0	0	<del>3,053,850</del>	<b>FIRST PHASE AWARDED</b>
	<b>1,678,550</b>		<b>1,218,350</b>					<b>2,896,900</b>	

TOTAL UMTA DEMONSTRATION GRANTS

CAP	0	<del>1,678,550</del>	<del>1,375,300</del>	0	0	0	0	<del>3,053,850</del>
TOTAL	0	<del>1,678,550</del>	<del>1,375,300</del>	0	0	0	0	<del>3,053,850</del>

NEWLY ADOPTED PROJECTS

RIDESHARE SAVINGS DISPLAY (4(i))

17,200

17,200

FLEET MANAGEMENT SYSTEM (4(i))

40,000

40,000

TELECOMMUNICATION NETWORK SYSTEM (4(i))

499,000

499,000

NEW TOTAL

<b>1,678,550</b>	0	<b>1,274,550</b>	0	0	0	0	<b>3,453,100</b>
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METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM  
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PHASE 4

UMTA PROJECT REVISIONS

OBLIGATED 1981 1982 1983 1984 1985 POST 1985 AUTHORIZED

UMTA SECTION 3 TRADED CAPITAL PROGRAM

168 35 MILWAUKIE TRANSIT STATION DEVELOPMENT

RESRV 0 0 0 0 0 \*\*144 06/15 REVISED  
PE/RW/CONST 819,760 1,411,075 1,411,075 -\$26,330  
564,985 1,384,745

169 35 MCLOUGHLIN CORRIDOR TRANSIT IMPROVEMENTS

RESRV 0 0 0 0 0 \*\*146 06/15 NO CHANGE  
1,074,484 1,074,484

170 35 OREGON CITY TRANSIT STATION

RESRV 0 0 0 0 0 \*\*151 06/15 REVISED  
PE/RW/CONST 911,920 458,076 458,076 +\$253,444  
911,920

171 35 DEVELOPMENT OF TIGARD TRANSIT CENTER

RESRV 0 0 0 0 0 \*\*131 06/15 REVISED  
PE/RW/CONST 884,800 987,713 987,713  
74,494 959,219 -\$28,419

172 35 PURCHASE OF 10 STANDARD BUSES

RESRV 0 0 0 0 0 \*\*154 06/15 REVISED  
1,327,503 1,327,503  
1,044,769 1,044,769 -\$253,444/- \$29,290

173 35 TRANSIT TRANSFER PROJECT

RESRV 0 0 0 0 0 \*\*576 06/15 REVISED  
94,160 635,000 640,000 660,000 2,531,058 2,531,058  
498,874 2,528,034 -\$3,024

174 35 NORTHWEST TRANSIT STATIONS

RESRV 0 0 0 0 0 \*\*602 06/15 NO CHANGE  
82,309 82,309

175 35 WESTSIDE CORRIDOR RESERVE

RESRV 0 0 0 0 0 \*\*117 06/15 REVISED  
45,240,987 45,240,987  
34,318,700 34,318,700 -\$10,582,400/- \$339,897

176 35 SECTION 3 TRADED FUNDS RESERVE

RESRV 0 0 0 0 0 \*\*687 06/15 NO CHANGE  
23,486,385 23,486,385

TOTAL UMTA SECTION 3 TRADED CAPITAL PROGRAM

RESRV 0 0 0 0 0 76,800,000 76,800,000

TOTAL 0 0 0 0 0 76,800,000 76,800,000

NEW PROJECTS

BEAVERTON PARK AND RIDE STATION

R/W 412,000 412,000

SUNSET TRANSIT CENTER AND PARK AND RIDE

R/W 2,340,560 2,340,560

WESTSIDE BUS GARAGE PHASE III

CONST 361,120 361,120

WASHINGTON COUNTY TSM IMPROVEMENTS

CONST 1,340,240 1,340,240

WEST BURNSIDE/MORRISON TSM

CONST 69,600 69,600

WESTSIDE BUS GARAGE PHASE II

CONST 6,058,880 6,058,880

FY 82 SUPPORT SERVICES (CONTINGENCY)

OTHER 426,960 426,960 } +\$26,330 + \$29,290 + \$28,419

NEW TOTAL 0 0 1,372,000 635,000 640,000 660,000 61,145,000 76,800,000 + \$3,024 + \$339,897



METROPOLITAN SERVICE DISTRICT  
TRANSPORTATION IMPROVEMENT PROGRAM  
QUARTERLY REPORT FOR QUARTER ENDING 31-DEC-81

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UMTA PROJECT REVISIONS

UMTA

GRAND TOTAL

	OBLIGATED	1981	1982	1983	1984	1985	POST 1985	AUTHORIZED
PE	0	0	<del>100,000</del>	0	0	0	0	<del>100,000</del>
R/W	0	0	<del>2,100,000</del>	0	0	0	<del>876,000</del>	<del>2,976,000</del>
CONST	0	<del>1,984,000</del>	<del>10,432,000</del>	<del>3,300,000</del>	<del>320,000</del>	<del>85,600</del>	<del>3,060,700</del>	<del>17,280,100</del>
CAP	<del>0,900,000</del>	33,857,581	<del>2,940,700</del>	<del>0,416,000</del>	<del>5,820,800</del>	<del>10,010,800</del>	<del>13,309,002</del>	<del>83,273,883</del>
DEPTG	0	<del>11,260,000</del>	<del>5,870,000</del>	<del>5,870,000</del>	<del>5,870,000</del>	<del>5,870,000</del>	0	<del>35,520,000</del>
RESRV	0	0	0	<del>174,804</del>	0	0	<del>76,800,000</del>	<del>76,974,804</del>
OTHER	0	0	<del>2,569,600</del>	0	0	0	0	<del>2,569,600</del>
TOTAL	<del>0,900,000</del>	47,811,581	<del>29,050,100</del>	<del>17,870,404</del>	<del>12,030,800</del>	<del>15,986,400</del>	<del>94,073,902</del>	<del>220,731,188</del>

NEW TOTAL

44,507,035 11,968,000 24,454,950 25,749,406 7,798,000 17,060,800 82,802,452 214,241,443

DATE 6/10/82 - 7:30 a.m.

NAME

AFFILIATION

S- Bill Pettis	METRO
G- Ted Spence	ODOT
G- Marty Niglick	Wash Co.
G- STEVE BOTTERER	CITY OF PORTLAND
G- Ed Hardt	ODOT
G- Sarah Salazar	Port of Portland
G- John Price	FHWA
G- PAUL BAY	TRI-MET
S- J A Giesecking, JR	METRO
S- Keith Lowrie	Metro
G- Gilbert M. Mallory	RPC
G- DAVID PEACH	WSDOT
S- Peg Herwood	Metro
S- Karen Shackleton	Metro
M- Bill Young	DEJ
M- Lloyd Davidson	Paras on Parsons
M- ROBIN LINDQUIST	GLADSTONE
M- J BREWING	TRI-MET
MA Bonnie L. Hays	Washington County
M- Norm V. Veysey	Clark County
M- Bob Bowman	ODOT
M- Charlie Williams	Metro
M- LARRY COLE	CITIES OF WASHINGTON COUNTY



COMMITTEE MEETING TITLE JPACT

DATE 6/10/82

NAME

AFFILIATION

6 Easton Cross

S- Andy Cotugno

S- Rick Gustafson

Transportation - Metro

Metro